

# HAMPTON-IN-ARDEN NEIGHBOURHOOD PLAN 2015-2028

Pre-Submission Draft  
August 2015



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## Foreword

### Your Plan for Hampton-in-Arden

Just over three years ago Hampton-in-Arden Parish Council looked at the feasibility of producing a Neighbourhood Plan for the whole Parish and the result is this Pre-Submission Draft Neighbourhood Plan.

The Neighbourhood Plan has been prepared with a considerable amount of hard work by the Parish Council and the Neighbourhood Plan Working Group with continual consultation with the Parishioners of Hampton-in-Arden. During the Plan preparation, consultation has included presentations to the community at Parish Council and Hampton-in-Arden Society meetings, regular (quarterly) reports in the Parish Newsletters and the Church and Village Chronicle and a Parish wide Consultation Survey (of residents, businesses and community organisations) in spring 2014. The analysis of the results of the Consultation Survey have informed the development of this Draft Plan.

Many consultations have also taken place with Solihull Metropolitan Borough Council Planning Department, who have guided the Working Group through the intricacies of this process.

The Vision, Objectives, Policies and the Key Actions have all been developed through the wide reaching consultation. The Policies and Key Actions are of particular importance and aim to manage any future development within the Parish.

If the Hampton-in-Arden Neighbourhood Plan successfully passes the statutory procedures it will become part of Solihull Metropolitan Borough Council's Local Plan and an important document when planning applications within the Parish are considered.

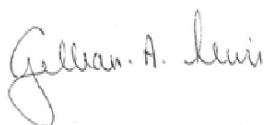
The Parish Council would like to thank all those involved in the preparation of this document for their enormous effort and commitment in producing it. This is apparently the first that has reached the Pre-Submission Consultation stage in the Solihull Metropolitan Borough Council area.

### Consultation Period - Your Comments Are Important

The Pre-Submission Draft of the Neighbourhood Plan is now in the statutory six week consultation period (running from 03/08/2015 to 14/09/2015). It is very important that during this consultation period as many residents and statutory consultees as possible take time to review this document.

Comments, or suggestions for amendments, can be made either on the Response Form provided or by email to Mike Blomer, Chairman of the Hampton-in-Arden Neighbourhood Plan Working Group using the email address [clerk@hamptoninarden.org.uk](mailto:clerk@hamptoninarden.org.uk).

The deadline for comments is **14/09/2015**.



Gill Lewis

Chair

Hampton-in-Arden Parish Council

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## Executive Summary

Hampton-in-Arden is a semi-rural civil Parish within the Solihull Metropolitan Borough Council area. In 2012 the Hampton-in-Arden Parish Council decided to prepare a Neighbourhood Plan to guide future development in the Parish up to 2028. Neighbourhood Plans are required to be in general conformity with national and local planning policies and in local context the *Solihull Local Plan - Shaping a Sustainable Future*<sup>1</sup> and the *Gypsy and Traveller Site Allocations Plan*<sup>2</sup> apply.

This Neighbourhood Plan has been prepared by a Working Group of local Parish Councillors, residents and community groups and takes into account the responses to public consultations on the Draft Neighbourhood Plan and, in particular, to a Consultation Survey, a questionnaire sent to all households, businesses and community organisations, which took place in early 2014.

The Neighbourhood Plan includes the following Policies and Key Actions:

### Housing

- Policy HOU1 – New Housing Developments
- Policy HOU2 – Design
- Key Action HOU1 – Housing Allocations

### Local Economy

- Policy ECN1 – Local Shops
- Policy ECN2 – Business Premises
- Key Action ECN1 – Broadband
- Key Action ECN2 – Working From Home

### Transport

- Policy TRA1 – Road Safety and Parking
- Policy TRA2 – Traffic Management
- Policy TRA3 – Parking for Commuters
- Policy TRA4 – Footpaths
- Key Action TRA1 – Buses
- Key Action TRA2 – Station Access
- Key Action TRA3 – Local Trains
- Key Action TRA4 – Birmingham Airport
- Key Action TRA5 – High Speed Rail (HS2)
- Key Action TRA6 – Safe Cycle and Pedestrian Routes
- Key Action TRA7 – Local and Voluntary Transport Services
- Key Action TRA8 – Road Safety

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<sup>1</sup> Produced by Solihull Metropolitan Borough Council (December 2013)

<sup>2</sup> Produced by Solihull Metropolitan Borough Council (December 2014)

<sup>3</sup> Hampton-in-Arden Conservation Area Townscape Appraisal Map, produced by Solihull MBC (April 2015)

<sup>4</sup> Produced by Solihull Metropolitan Borough Council (December 2014)

<sup>5</sup> Letter from Sarah James, Principal Planning Officer, Solihull MBC dated 26<sup>th</sup> June 2013

## Environment

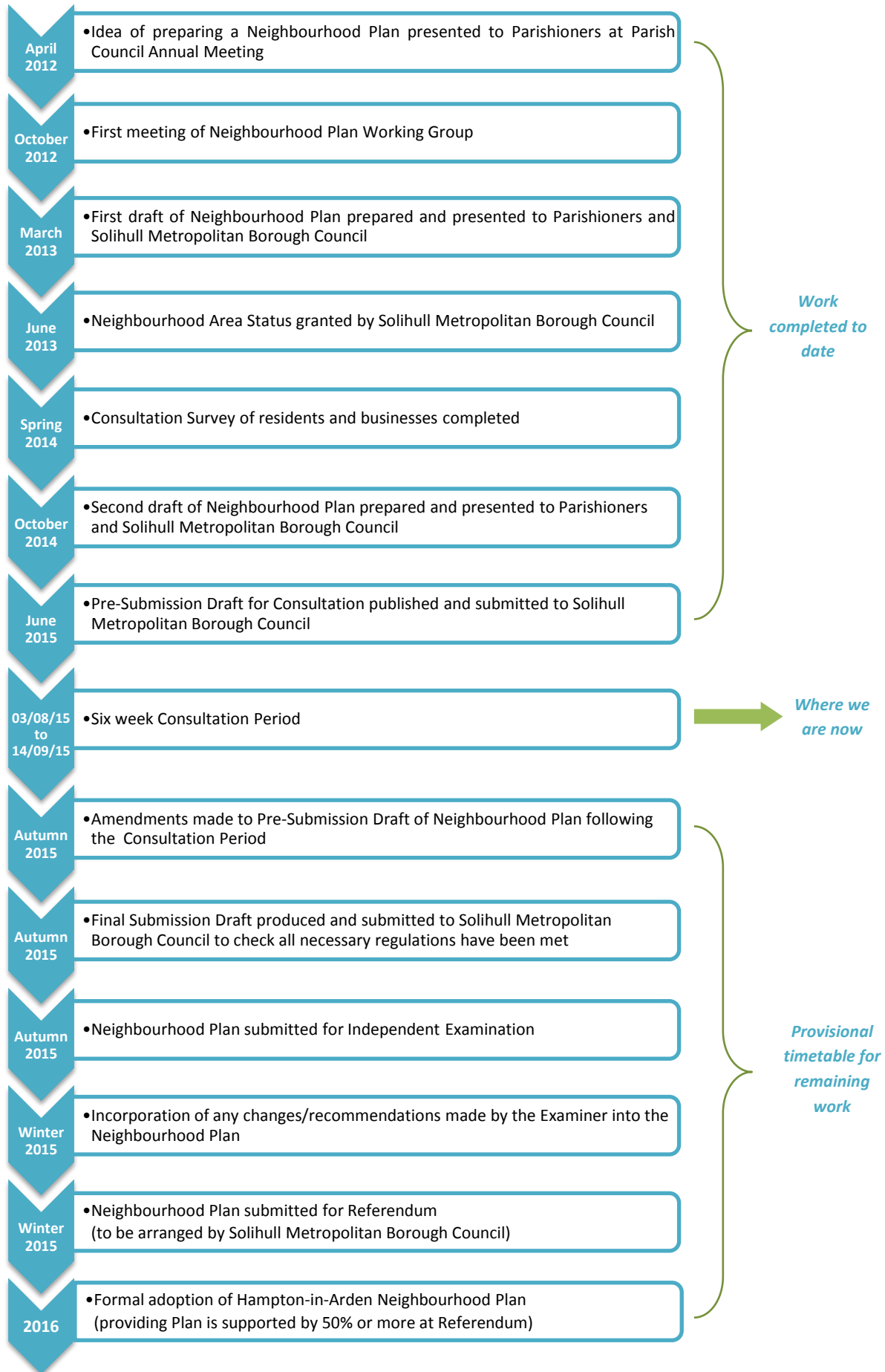
- Policy ENV1 – Green Belt
- Policy ENV2 – Trees
- Policy ENV3 – Local Green Spaces
- Policy ENV4 – Biodiversity
- Policy ENV5 – Flooding
- Policy ENV6 – Views
- Policy ENV7 – Heritage

## Community

- Policy COMM1 – Retention of Key Services and Facilities
- Policy COMM2 – Developer Contributions
- Key Action COMM1 – Sport, Leisure and Recreation
- Key Action COMM2 – Community Services and Facilities for the Young and Elderly
- Key Action COMM3 – Library Services

The development process of the Neighbourhood Plan can be seen on the Flowchart on page v. This document is the Pre-Submission Draft of the Neighbourhood Plan upon which a six week statutory consultation will take place. This final consultation will take place with residents, businesses, community groups, neighbouring Parish Councils, statutory undertakers and government departments. After full consideration by the Parish Council Working Group any additional comments, opinions and views expressed will, where appropriate, be incorporated into the final Submission Draft of the Neighbourhood Plan. The Submission Draft of the Neighbourhood Plan will then be considered by Solihull Metropolitan Borough Council to ensure all the necessary regulations have been met. The Neighbourhood Plan will then be submitted for independent examination.

Flowchart showing the development process of the Hampton-in-Arden Neighbourhood Plan





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# 1. Introduction and Background

## 1.1. Civil Parish Profile

- 1.1.1. The Civil Parish of Hampton-in-Arden (hereafter referred to as the Parish) covers an area that includes the village of Hampton-in-Arden and part of the village of Catherine-de-Barnes. Figure 1.1 shows the whole of the Parish and, within that, the small part of Catherine-de-Barnes that is included within it (the part of village to the east of the Grand Union Canal).
- 1.1.2. The Parish is broadly bounded by the A45 and A456 trunk roads to the north, by the River Blythe to the east, by a tributary of the River Blythe to the south and by the Grand Union Canal, Hampton Coppice and the M42 motorway to the west.

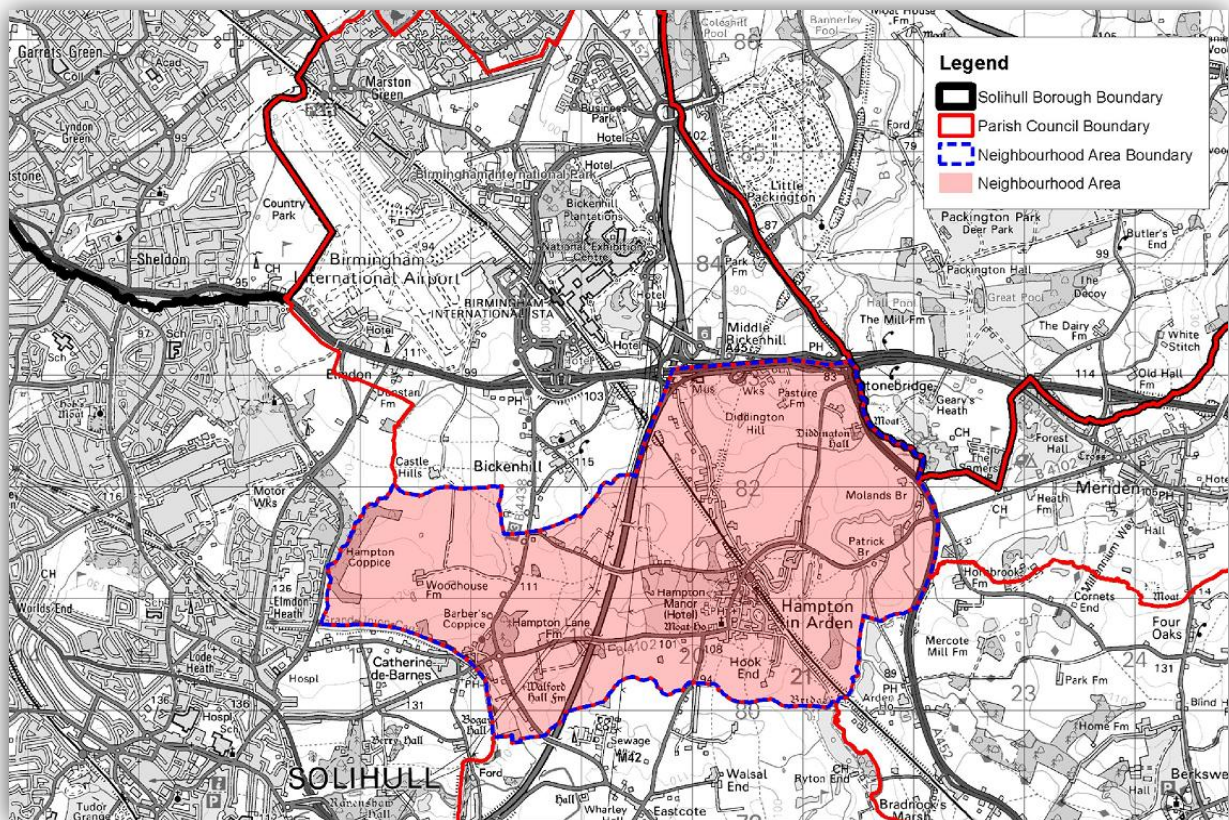
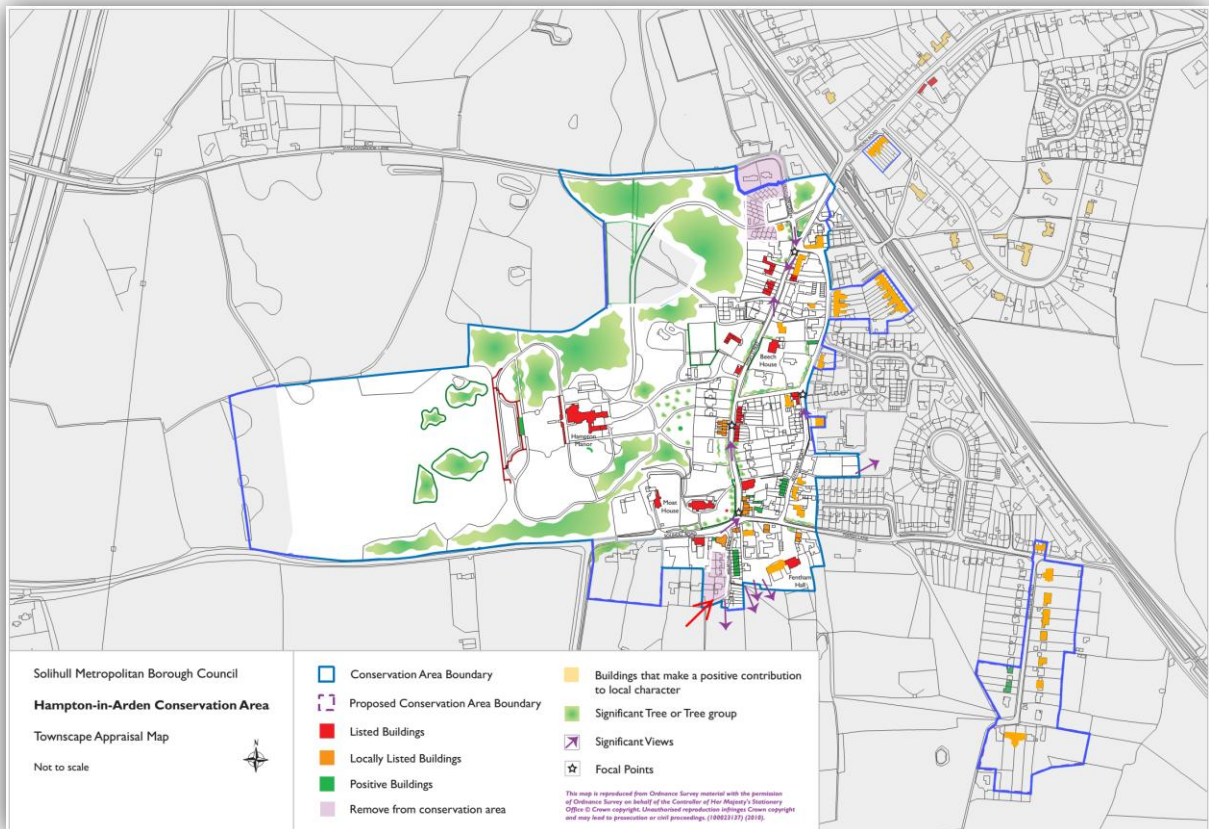


Figure 1.1: The Boundaries of the Parish

- 1.1.3. Hampton-in-Arden has been a settlement since Saxon times and is mentioned in the Domesday book of 1086. It was an important settlement in the original Forest of Arden and was on the salt route from Droitwich to Coventry. The George Fentham Hampton-in-Arden Charity and the Educational Foundation of George Fentham (hereafter referred to as the George Fentham Trust) was set up in 1698 and has been managed by successive generations of trustees. The George Fentham Trust has had a significant impact on the village, ensuring a range of excellent facilities through generous financial support.
- 1.1.4. Catherine-de-Barnes grew up from a small heath in the Manor of Longdon, which merged with the Manor of Ulverlei to form Solihull. The name Catherine-de-Barnes derives from

Ketelberne, a 12<sup>th</sup> century Lord of the Manor. Since the 19<sup>th</sup> century the village has colloquially been known as Catney Barnes (and is often abbreviated to Catney).

- 1.1.5.** The village of Hampton-in-Arden derives its special character from its rural setting and its historic roots, central to which is its Parish church, sited on a hill-top and its collection of historical buildings many of which sit in the village's Conservation Area (see Figure 1.2). The Conservation Area is highly regarded by residents and is considered to be crucial to defining the character of the Parish.



**Figure 1.2: The Conservation Area in Hampton-in-Arden<sup>3</sup>**

- 1.1.6.** There are a range of facilities for Parishioners to utilise including a primary school with nursery unit, a library, doctors' surgery, a number of shops including a post office and chemist together with excellent sporting and recreational facilities. There are rail links and a bus service including access to "ring and ride". In addition, within the wider village of Catherine-de-Barnes there are a number of facilities that Hampton-in-Arden parishioners (e.g. those living to the east of the Grand Union Canal) can easily access. These include the village hall (previously St Catherine's Church), a public house, a cricket club, a restaurant and a local shop.
- 1.1.7.** The Parish Council owns and maintains several areas of land on behalf of the village: the Recreation Ground and Spinney, the War Memorial, the Village Green and Catherine-de-Barnes Common. The school playing fields, allotments and playground adjacent to the school are leased by the Parish Council from the George Fentham Trust. The George

<sup>3</sup> Hampton-in-Arden Conservation Area Townscape Appraisal Map, produced by Solihull MBC (April 2015)

Fentham Arboretum and adjacent open land is owned and maintained by the George Fentham Trust with help from other village organisations.

**1.1.8.** The Parish contains 803 dwellings and has a population of 1,834<sup>4</sup>.

## **1.2. Plan Content and Status**

**1.2.1.** This Neighbourhood Plan covers the whole of the Parish including the village of Hampton-in-Arden and part of the village of Catherine-de-Barnes. As part of the production of the Neighbourhood Plan, a Neighbourhood Area has been designated. This was agreed with Solihull Metropolitan Borough Council (referred to as Solihull MBC hereafter) in June 2013<sup>5</sup>. Figure 1.1 shows the designated Neighbourhood Area (which follows the Parish boundaries).



*Aerial photograph of the village of Hampton-in-Arden*

**1.2.2.** The Plan provides a vision for the future of the Parish that has been agreed with residents following consultation. It sets out the Parish's objectives together with the policies required for their realisation. Objectives, Policies and Key Actions were formulated following village meetings, village surveys by questionnaire to residents and businesses and consultation with representatives of Parish organisations.

**1.2.3.** An analysis of the characteristics of the Parish has been completed looking at the social and economic aspects and natural environment of the Parish. The residents of the Parish (and other interested parties) have also been consulted in relation to the Plan throughout its development. This information has been used to provide a future vision for the Parish, the Objectives for the Parish and the Policies and Key Actions required for the resolution of key issues within the area. The Policies relate to development/use of land and can be used to help determine planning applications. The Key Actions do not technically relate to land use issues and cannot be used to determine planning applications. However, they support the policies and outline important issues that the Parish Council will press for over the period of the Plan to ensure the future vision and objectives set out are met.

<sup>4</sup> Census, 2011

<sup>5</sup> Letter from Sarah James, Principal Planning Officer, Solihull MBC dated 26<sup>th</sup> June 2013

**1.2.4.** Section 1.4 below outlines how the relevant information was obtained, but the Evidence Base, upon which this Plan was formulated, will be provided in the Supporting Documents that will accompany the Submission Draft of the Neighbourhood Plan<sup>6</sup>.

### **1.3. Planning Policy Context**

**1.3.1.** Following the publication of the *National Planning Policy Framework* (NPPF) in 2012<sup>7</sup>, the Parish Council determined that it should adopt a local development plan (known as the Neighbourhood Plan) which meets the requirements of the NPPF and the *Solihull Development Plans* (see below for details of the latter). These tiers of strategic planning policy underpin decisions at national and local level.

#### **National Planning Policy Framework**

**1.3.2.** A Neighbourhood Plan is a new type of planning document, introduced by the Localism Act 2011, which aims to give local people more say about planning and development issues in their local area. It must sit with and be consistent with the adopted Development Plan and the overall planning guidelines set out in the NPPF. In Solihull, the current adopted Development Plan is the *Solihull Local Plan – Shaping a Sustainable Future*<sup>8</sup> and the *Gypsy and Traveller Site Allocations Plan*<sup>9</sup>. These documents shall hereafter be referred to as the *Solihull Development Plan*.

**1.3.3.** The NPPF clearly promotes the idea of ‘presumption in favour of sustainable development’ which is defined by five principles in line with the UK Sustainable Development Strategy *Securing the Future*<sup>10</sup>:

- living within the planet’s environmental limits;
- ensuring a strong, healthy and just society;
- achieving a sustainable economy;
- promoting good governance; and,
- using sound science responsibly.

**1.3.4.** The NPPF embraces three roles which define what ‘sustainable development’ means in practice for the planning system:

- an economic role, contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role, supporting strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible services that reflect the community’s needs and support its health, social and cultural well-being; and,
- an environmental role, contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use of natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

<sup>6</sup> To be prepared to accompany the Submission Draft of the Neighbourhood Plan (following the Consultation period)

<sup>7</sup> Produced by Department for Communities and Local Government (March 2012)

<sup>8</sup> Produced by Solihull Metropolitan Borough Council (December 2013)

<sup>9</sup> Produced by Solihull Metropolitan Borough Council (December 2014)

<sup>10</sup> See Page 2 of the National Planning Policy Framework (March 2012)

**1.3.5.** The Hampton-in-Arden Neighbourhood Plan has been designed to reflect these core principles. The NPPF also recognises twelve core planning principles which underpin our commitment to our local planning process and the development of our Neighbourhood Plan. These are:

- led by local plans which set out a vision for the future of the area;
- enhance and improve the places where people live;
- drive sustainable development;
- secure a high quality of design and a good standard of amenity;
- protect the diversity of different areas;
- support the transition to a low-carbon future;
- help conserve and enhance the natural environment;
- encourage the re-use of land;
- promote mixed developments;
- conserve heritage assets;
- make full use of public transport, walking and cycling; and,
- improve health, social and cultural wellbeing.

**1.3.6.** The Parish Council has used these twelve principles as a guide and checklist throughout the development of our Neighbourhood Plan.

#### Solihull Development Plan

**1.3.7.** The Neighbourhood Plan is designed to be in general conformity with the policies within the *Solihull Development Plan* (the *Solihull Local Plan* and *Gypsy and Traveller Site Allocations Plan*) in so far as they can be applied to the Parish.



*Solihull Local Plan and Gypsy and Traveller Site Allocations Plan*

**1.3.8.** It is important to understand that there are a number of elements which directly affect both Hampton-in-Arden and Catherine-de-Barnes, complement our own ambitions, and provide particular challenges for the future. These include:

- future housing sites;
- affordable housing of the right size, type and tenure, including a range of options for older people;
- conserving and enhancing the quality of the built, natural and historic environment;
- ensuring sufficient amenity space and secure children’s play areas;

- managing the impact of pressure for development on the quality of the environment and on the strategic highway network;
- protecting and maintaining the Green Belt and in particular the narrow and fragile Meriden Gap;
- improving local rail and bus services including station access and parking;
- providing safer highways, pedestrian and cycle routes;
- protecting and enhancing the natural environment including the River Blythe and the historic Arden landscape;
- halting the decline in biodiversity and restoring damaged landscape; and,
- minimising flood risk from development and mitigating its impact on the vulnerable River Blythe which is designated as a Site of Special Scientific Interest (SSSI)<sup>11</sup> along its whole length within the Parish.

## 1.4. Plan Development

1.4.1. The Neighbourhood Plan has been prepared by the accountable body (Hampton-in-Arden Parish Council) assisted by an eight person Working Group of volunteers drawn from key local community organisations including:

- the Hampton-in-Arden Society;
- the Catherine-de-Barnes Residents Association; and,
- the George Fentham Trust.

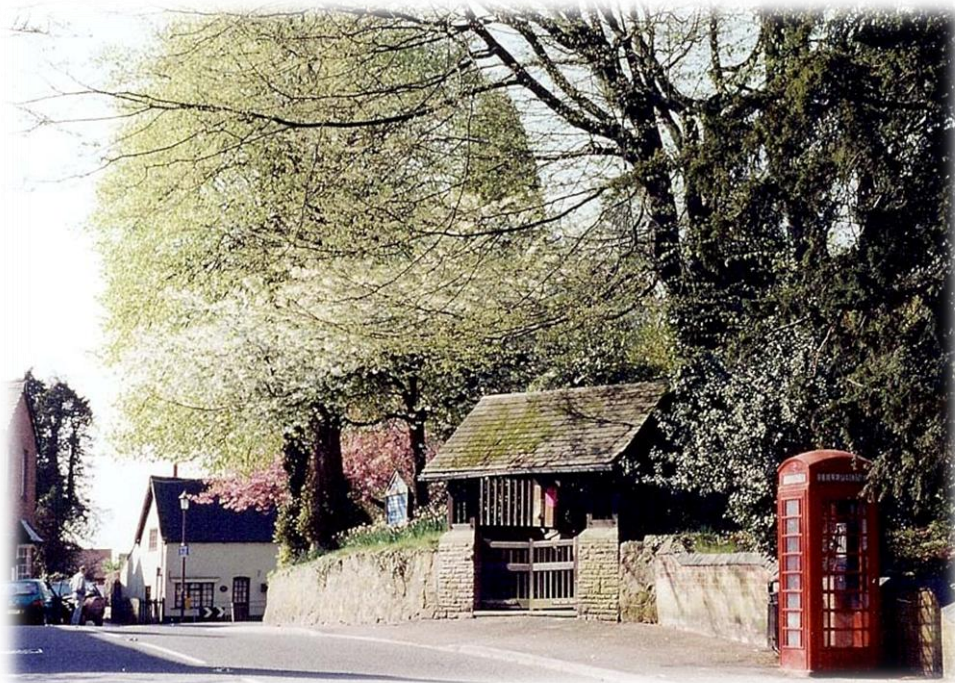
1.4.2. The Working Group has been supported throughout this process by officers from Solihull MBC who have provided logistical and planning advice as well as contextual information related to the *Solihull Development Plan*. The Parish Council and the Hampton-in-Arden Society were also consulted by Solihull MBC during the development of the *Solihull Development Plan*.



*The High Street looking North, Hampton-in-Arden*

<sup>11</sup> SSSIs are sites designated as they support a nationally important habitat(s) and/or specie(s). SSSIs are designated under the Wildlife and Countryside Act 1981 (as amended) and as such receive protection under this legislation. It is an offence to carry out or, permit to be carried out, any potentially damaging operation. SSSIs are also given protection through policies in the Solihull Development Plan (see Policy P10 - Natural Environment).

- 1.4.3.** The Parish of Hampton-in-Arden has strong community cohesion and has produced many documents to influence the development of the area, including the *Parish Plan: A Vision for the Future*<sup>12</sup> (hereafter referred to as the Parish Plan). This was developed from a survey of all village households. The Parish Plan acknowledged the special character of the Parish as a vibrant semi-rural community with historic heritage. The publication of the *Hampton-in-Arden Village Design Statement*<sup>13</sup> (hereafter referred to as the *Village Design Statement*) described the characteristics of Hampton-in-Arden and acts as a point of reference to ensure that local knowledge of its character can be taken into account when changes to landscape and facility are proposed. The *Village Design Statement* has been accepted by Solihull MBC.
- 1.4.4.** The central part of Hampton-in-Arden was first designated as a Conservation Area by Warwickshire County Council in November 1969 in order to preserve the historic core of the settlement. In 2015, Solihull MBC completed a review of the Conservation Area and expanded its boundaries to include other notable parts of Hampton-in-Arden. The new boundaries of the Conservation Area are shown on Figure 1.2. As part of this review a document titled *Hampton-in-Arden Conservation Area Appraisal*<sup>14</sup> (hereafter referred to as the *Conservation Area Appraisal*) has been produced. The Neighbourhood Plan is designed to build on the original aims set out in the Parish Plan, the *Village Design Statement* and the *Conservation Area Appraisal* whilst setting out key objectives for the period 2015-2028.
- 1.4.5.** Following confirmation of ‘relevant body’ status in 2012 extensive consultation has been the guiding principle and foundation of the Neighbourhood Plan. The idea was launched at the Parish Council Annual Meeting with Parishioners in spring 2012 and the first meeting of the Working Group took place on 12<sup>th</sup> October 2012.



*The High Street looking South, Hampton-in-Arden*

- 1.4.6.** Presentations have been made at Parish Council and Hampton-in-Arden Society annual (open) meetings, and regular (quarterly) reports carried in the Parish Newsletter and the

<sup>12</sup> Produced by Hampton-in-Arden Parish Council (January 2010)

<sup>13</sup> Produced by the Hampton-in-Arden Society (2003)

<sup>14</sup> Produced by Solihull MBC (March 2015)



Church and Village Chronicle. In March 2013 a 'First Draft' was presented to Solihull MBC for initial comment and constructive feedback was received. Following this, and utilising advice and guidance from Solihull MBC, a survey by questionnaire of all households, businesses and community organisations was organised in the spring of 2014. This received a 40% response from residents and 25% from businesses and community organisations.

**1.4.7.** These questionnaires covered:

- employment and the local economy;
- business and business development;
- housing and future needs;
- the natural environment and Green Belt;
- community facilities including transport, shops and broadband; and,
- demographics.

**1.4.8.** This work is hereafter referred to as the Consultation Survey. Subsequent analysis of the results has informed the development of the Neighbourhood Plan. This analysis will be included in the Consultation Statement document that will support the Submission Draft of the Neighbourhood Plan<sup>15</sup>.

**1.4.9.** It is important to note that throughout the development of the Neighbourhood Plan the Parish Council has maintained an extensive website with regular updates, newsletter and notice-board information. In addition several open and well-attended consultation events have been held in the Parish about particular key infrastructure developments - including HS2, Birmingham Airport, Severn Trent Water, and Network Rail. The Parish Council, Hampton-in-Arden Society and Catherine-de-Barnes Residents Association are consulted by Solihull MBC on planning matters.



*George Fentham Arboretum*

**1.4.10.** A revised draft of the Neighbourhood Plan was presented to villagers in October 2014 at the Hampton-in-Arden Society Annual General Meeting. All households, businesses and community organisations were notified about the event and were invited to attend. The revised draft was then sent to Solihull MBC in November 2014. Informal comments were received on how the document could be amended in order to ensure compliance with legislation.

**1.4.11.** This document forms the Pre-Submission Draft of the Neighbourhood Plan upon which a six week statutory consultation will take place. This final consultation will take place with residents, businesses, community groups, neighbouring Parish Councils, statutory undertakers and government departments.

**1.4.12.** After full consideration by the Working Group any additional comments, opinions and views expressed will be incorporated into the final Submission Draft of the Neighbourhood Plan. The Submission Draft will then be considered by Solihull MBC to ensure all the necessary regulations have been met. The Neighbourhood Plan will then be submitted for independent examination.

<sup>15</sup> To be prepared to accompany the Submission Draft of the Neighbourhood Plan (following the Consultation period)

## 2. A Plan for the Parish

### 2.1. The Vision for 2028

- 2.1.1. Our vision sets out what the people of Hampton-in Arden Parish wish of their community and environment during the next 13 years and what it should be like to live and work here in the period to 2028. This shapes the objectives and policies set out in this Plan.

#### THE VISION FOR PARISH OF HAMPTON-IN-ARDEN FOR 2028

Our vision is that we will have retained the strong local identity and distinctiveness of the Parish and have made the area an even more vibrant place to live, work and visit.

We wish to maintain and enhance the historic character and the semi-rural setting of the area and ensure that the Parish will have benefitted from good quality improvements in community and business facilities that maintain a thriving community.

### 2.2. Challenges for the Parish

- 2.2.1. Some of the challenges facing the Parish are similar to other semi-rural communities, but a number are unique. Hampton-in-Arden and Catherine-de-Barnes are village communities set within a narrow, fragile Green Belt (the Meriden Gap). The Green Belt is already threatened by major national infrastructure projects and regional development. The preparation of our Neighbourhood Plan has had to take these planned developments into account even while no firm plans or answers are available from both local and national agencies and Government. One certainty is that they bring additional pressure to local infrastructure, services, environment and ecology, employment and housing, and especially to the semi-rural, character of the Parish and its environs.

#### High Speed Rail (HS2)

- 2.2.2. Should HS2 become operational in 2026 the Parish will face major consequences arising from its juxtaposition with a fast commuter link to London. This will bring pressure to build more homes, and pressure on house prices, making home ownership even more difficult for local families. Consequences will also include the need to accommodate more school places, enlarged GP services and better local connectivity links. The Parish also faces unprecedented disruption to normal life should the planned five years of construction works begin in 2017. The major road, motorway and bridge building to accommodate the high speed line will result in traffic diversions, delays, dust, noise, fumes and work camps. No part of the Parish will be unaffected.

#### Birmingham Airport

- 2.2.3. The Parish lies under the extended runway flight path and is currently challenging new flight path contours. Houses and businesses in the centre and west side of the village of Hampton-in-Arden are directly under the southern flight path and residents of Catherine-de-Barnes are also affected by increased noise. Future expansion planned by the Airport will, inevitably, further increase disturbance to the villages and their environs.

## UK Central

- 2.2.4.** Solihull MBC's putative plans for the development of the area around HS2 and the National Exhibition Centre (NEC) for employment and housing would bring further pressure for road building for access to the proposed 'Garden City'. No part of the Parish will be unaffected by planned urbanisation, infrastructure and the pressures from an additional 2,000 homes and new businesses on the edge of the Parish. Current development at the NEC includes a major leisure complex bringing additional pressures on road corridors currently unable to cope with large visitor numbers accessing the site from the M6/M42/A45/A452 junctions. Rail users often complain that those parking at Birmingham International station find themselves blocked in for hours during major events.

## Transport

- 2.2.5.** Given all the issues above, commuting through and from the villages of Hampton-in-Arden and Catherine-de-Barnes will become increasingly difficult. The villages are served by local bus connections to Solihull but these are infrequent with no Sunday or evening services. Local rail services have been reduced in recent years from three to two an hour but these are at staggered times leaving users waiting 40 minutes for trains to Birmingham and Coventry. Parking is insufficient for commuter demand and despite years of lobbying the station at Hampton remains inaccessible to those with mobility difficulties and parents or carers with young children.



*The train line within the Parish of Hampton-in-Arden*

- 2.2.6.** Major planned infrastructure developments including HS2 and M42 motorway improvements within the Parish to serve the UK Central development will bring additional pressures on local transport corridors. The challenge here is to maintain access to and from the villages whilst not being overwhelmed by through traffic using convenient 'short cuts' to major developments.

## Housing

**2.2.7.** Our Consultation Survey of parishioners and businesses supported the need to provide a balanced portfolio of new housing to:

- meet the needs of newly forming households and small families for both affordable and market rent homes;
- provide open market homes for existing residents looking to upsize and for people wishing to relocate to the area;
- allow for mainly older residents seeking to downsize; and,
- provide properties suitable for the elderly in need of some assistance and, in addition, to take account of any specialist housing needs of adults with learning disabilities, mental health needs and physical and sensory disabilities, to live with the maximum possible degree of independence<sup>16</sup>.

**2.2.8.** A major development of 110 houses is scheduled within the Solihull Local Plan on land at Meriden Road adjacent to the Arden Wood Shavings site. This is a significant addition to the housing stock in the village and will bring pressures on as well as benefiting local facilities. However the Parish has both an ageing population and the need to provide for local families. The challenge is, therefore, to ensure a supply of family sized units and both bungalow and sheltered accommodation units for elderly residents to facilitate downsizing (whilst recognising that many in this category have existing often substantial family homes which will be sold on the open market).



*Examples of different housing styles in the Parish*

<sup>16</sup> Solihull MBC *Independent Living and Extra Care Housing Strategy* (July 2013)

## Population Demographics

- 2.2.9.** Census data suggests an ageing profile in the Parish consistent with national trends. These pressures are reflected in our analysis of housing, transport, employment and community services. The Parish also faces pressures arising from the growing population of Solihull, housing requirements in the *Solihull Development Plan* and, should HS2 go ahead, demand for commuter-belt housing with proximity and access to fast connections to London with consequent impact on local property prices.

## Employment

- 2.2.10.** Responses to the Consultation Survey reveal an overwhelming recommendation that employment should reflect the existing profile of (mainly) agriculture, sport, leisure and recreation, crafts and hospitality. The Parish has a thriving network of small and medium sized businesses in a range of trades and it will be important to retain this profile, whilst securing any opportunity to use or re-use brown-field sites for appropriate redevelopment. The local employment opportunities provided by developments at the NEC and at Birmingham Airport are acknowledged as being of benefit to local residents.
- 2.2.11.** It was notable in the Consultation Survey that the majority of respondents emphasised the need to encourage home-working and a consequent need for better broadband connections. The Parish Council notes that Solihull is currently a part of the Better Broadband regional strategy but regrettably the Parish is not yet included on the planned improvement schedule. This is an urgent and pressing requirement if the ambitions to retain and improve employment prospects locally are to be achieved.

## Historic and Natural Environment

- 2.2.12.** The Parish also enjoys a setting within the largely pastoral and historic Arden landscape. This narrow wedge of Green Belt, known as the 'Meriden Gap' on the edge of Birmingham, Solihull and Coventry conurbations, is constantly under threat of development from major infrastructure developments at the Airport, NEC, UK Central and Bickenhill 'Garden City', motorway and trunk road improvements and from HS2. The challenge for the Parish is to protect this fragile 'green lung', maintain and improve access to the countryside and countryside pursuits and protect the flora and fauna that currently enjoy a measure of protection within fields, hedgerow, woodlands and nature reserves. The River Blythe is a nationally important wildlife and migration corridor and a designated SSSI (currently threatened by HS2 proposals) which must be preserved for future generations.



*Typical landscape within the Parish*

**2.2.13.** The village of Hampton-in-Arden sits on a hill overlooking the Arden plain. Its historic 12th century church dominates the landscape and is surrounded by a Conservation Area with important and listed buildings within the village environs and surrounding area. The B4102 road linking Meriden and Solihull cuts through this historic heart with narrow carriageway and pavements. The challenge here is to maintain a route through the villages of Hampton-in-Arden and Catherine-de-Barnes whilst providing a safe environment for villagers using village services and the School, and to conserve the local character and distinctiveness of the Parish.

## **2.3. Objectives of the Neighbourhood Plan**

**2.3.1.** In order to meet the needs of the Parish, the objectives of the Neighbourhood Plan are to:

### **OBJECTIVE 1:**

**Ensure the provision of a viable and sustainable community with adequate and appropriate support, business and community service**

### **OBJECTIVE 2:**

**Maintain and enhance the green, semi-rural character of the Parish**

### **OBJECTIVE 3:**

**Improve local transport reliability, frequency and access**

### **OBJECTIVE 4:**

**Ensure the provision of affordable family homes, affordable homes for single people and retirement homes and bungalows for the growing elderly should a need be identified through a careful, controlled and balanced development of housing on approved sites which meets the needs of the local community**

### **OBJECTIVE 5:**

**Safeguard the Green Belt (including the Meriden Gap) as an integral and important part of the local Arden landscape and heritage**

### **OBJECTIVE 6:**

**Support and maintain the farming community and rural activities as part of the characteristic nature of a semi-rural community**

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## 3. Policies and Key Actions

### 3.1. Housing

#### Housing Provision

- 3.1.1.** The 2011 Census records the population of Solihull as 206,700. A population increase of 22,210 is projected by 2031 (2012 Sub-national Household Projection). The latest 2012 based household projections were published by the Department for Communities and Local Government in February 2015<sup>17</sup>, an increase of 11,861 households (593 households per year) is projected between 2011 and 2031. Paragraph 8.3 of the *Meeting Housing Needs Supplementary Planning Document*<sup>18</sup> identifies the Parish of Hampton-in-Arden as a Rural Settlement within the Meriden Gap, likely to qualify under the Rural Exceptions Policy, and requires 40% of market housing to be of one and two bedrooms for smaller families and single people.
- 3.1.2.** The housing situation in Hampton-in-Arden and Catherine-de-Barnes broadly reflects that in the Borough and the *Solihull Development Plan* sets out proposals for meeting housing needs in Policies P4 (Meeting Housing Needs) and P5 (Provision of Land for Housing).
- 3.1.3.** The Consultation Survey identifies an older age profile of residents and therefore some potential turn over in the ownership or tenancy of property in the Parish can be predicted whether for medical, financial or practical reasons. However, the Parish already has a higher than average proportion of larger family properties which will limit the opportunities for older residents wishing to downsize, for newly forming households and for small families whose needs are not met by the housing market.



*Fentham Green Bungalows provide living facilities for older residents in Hampton-in-Arden*

<sup>17</sup> 2012-based Household Projections: England, 2012 – 2037 produced by Department for Communities and Local Government (27<sup>th</sup> February 2015)

<sup>18</sup> Produced by Solihull MBC (July 2014)



3.1.4. Importantly the Consultation Survey reveals a strong desire by residents for more affordable homes for younger local people both for rent and open market sale.

**Hampton-in-Arden Village Design Statement**

3.1.5. The centre of Hampton-in-Arden is within a Conservation Area which is highly regarded by residents and is considered to be crucial to defining the character of the village.

3.1.6. The *Village Design Statement* complements the *Conservation Area Appraisal* in describing the qualities and features of Hampton-in-Arden which are particularly valued by the residents and which give it its special character. The purpose of the *Village Design Statement* is to support the Conservation Area aspirations to ensure that local knowledge and understanding contribute to maintaining and enhancing the quality of the environment and of village life. It aims to ensure that changes, however small, will not impair the character of the village.

3.1.7. The major part of Hampton-in-Arden was made an Inset Area within the strategically important area of Green Belt (known as the Meriden Gap) in 1997 and which emphasises the importance of the village’s rural setting, its historic buildings, open spaces, density of development, landscape and townscape all of which contribute to its special character. Immediately beyond the Inset Area strict Green Belt policies apply.

3.1.8. Figure 3.1 shows the Green Belt within the Parish.

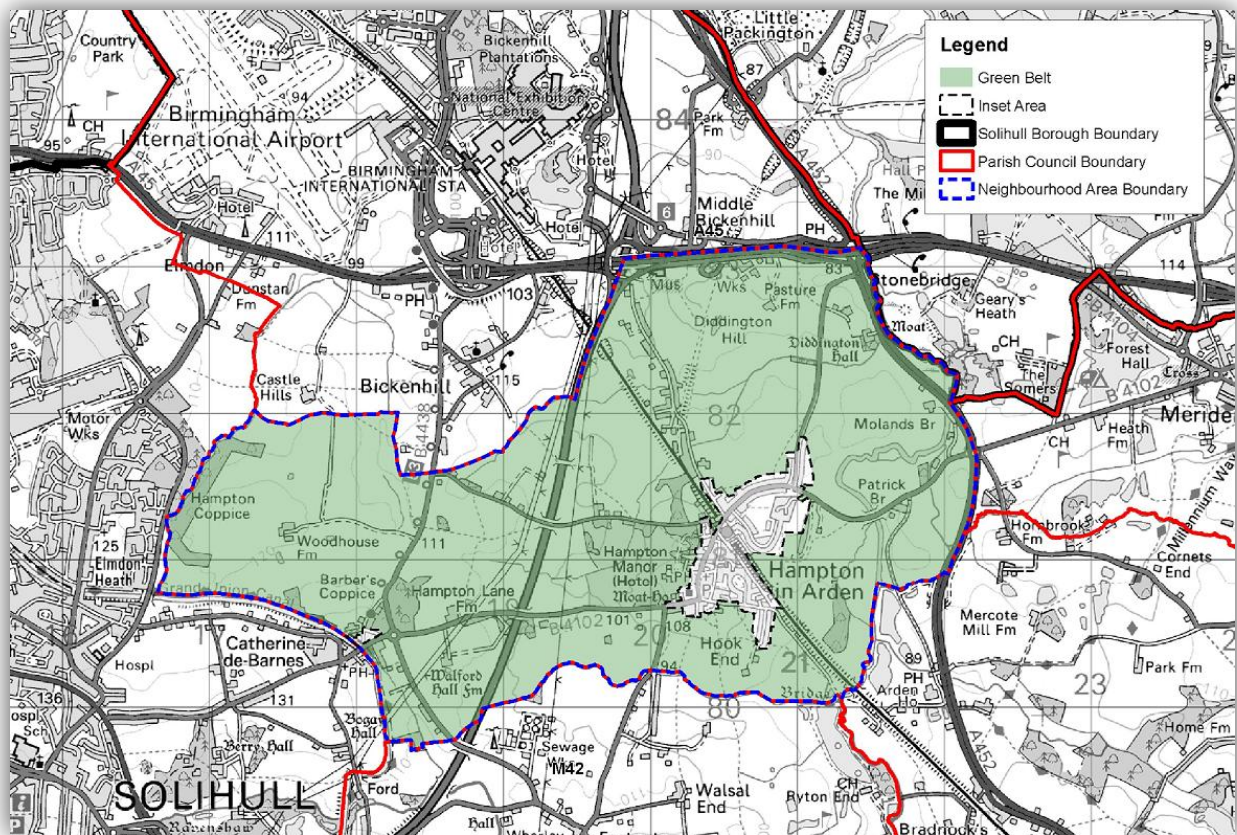


Figure 3.1: The Green Belt areas within the Parish

### Affordable Homes

- 3.1.9.** Affordable housing need is exceptionally high as Solihull has one of the most severe problems of affordability in the West Midlands Region. The shortage of affordable housing is particularly acute in parts of the mature suburbs and in the rural areas such as Hampton-in-Arden and Catherine-de-Barnes. A document titled *A Housing Market Assessment for Solihull Metropolitan Borough Council – Final Report*<sup>19</sup> was produced in 2010 and estimated that 70% of newly forming households could not afford to buy or rent at market prices. The *Solihull Development Plan* requires that 40% of all new housing on sites of more than 10 dwellings should be affordable.
- 3.1.10.** Affordable housing is defined in paragraph 5.14 of the *Supplementary Planning Document - Meeting Housing Needs (including Affordable Housing)*<sup>20</sup> as:

*“Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Affordable housing should:*

- Meet the needs of eligible households, including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices.*
- Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision”.*

- 3.1.11.** The Consultation Survey supports the need to provide a balanced portfolio of new housing.

### Policies for Housing

**POLICY HOU1 – NEW HOUSING DEVELOPMENTS:** Where suitable sites are identified residential development will be encouraged where it comprises one or a combination of the following types:

- affordable housing for rental or shared ownership some of which may be for those with a local connection in accordance with the *Solihull MBC Housing Allocation Scheme*<sup>20</sup> and to meet the needs of first time buyers and small families (as defined in *Meeting Housing Needs Supplementary Planning Document*);
- smaller properties suitable for those seeking to downsize;
- properties suitable for the elderly, located close to key facilities and designed to current national recommendations;
- development proposals within the Conservation Area will be especially scrutinised to ensure conformity with specific local design recommendations as set out in the Village Design Statement and Conservation Area Appraisal.

<sup>19</sup> Produced by Ecotec on behalf of Solihull MBC (April 2010):

[http://www.solihull.gov.uk/Portals/0/StrategiesPlansPolicies/Housing/Solihull\\_SHMA.pdf](http://www.solihull.gov.uk/Portals/0/StrategiesPlansPolicies/Housing/Solihull_SHMA.pdf)

<sup>20</sup> Produced by Solihull MBC (adopted July 2014)

<sup>21</sup> Housing Allocation Scheme Solihull Metropolitan Borough Council, Solihull Home Options. **Source:**

<https://www.solihullhomeoptions.org.uk/NovaWeb/Infrastructure/ViewLibraryDocument.aspx?ObjectID=291>

**POLICY HOU2 – DESIGN:** All new developments will be expected to have regard to the Village Design Statement and the Conservation Area Appraisal.

New developments in the Parish should:

- be within the Inset Area noting that any Rural Exception Sites will be outside the Inset Area.
- respect the existing settlement pattern and retain the character of the village, including maintenance and extension of footpath links;
- maintain overall balance and provision for all sections of the community with appropriate density of land use;
- be gradual to allow new residents to be assimilated into village life;
- protect and enhance existing open spaces and greens (including Local Green Spaces) within the village;
- ensure that new development achieves the highest possible standards of environmental performance through sustainable design and construction; and,
- retain or enhance the street scene and avoid development to the rear of existing properties which adversely affect them.

### Key Actions for Housing

**KEY ACTION HOU1 – HOUSING ALLOCATIONS:** A site of 2.79ha off Meriden Road for an estimated 110 dwellings is identified in the Solihull Development Plan for release for housing development in 2023. However it is a requirement of NPPF that the supply of deliverable housing land should be maintained at 5 years plus 5% and if this target cannot be met Solihull MBC cannot delay development on phased sites.

It is intended that this particular site will only be released in special circumstances as development will be conditional on reclaiming the Arden Wood Shavings Site for open space. In the event that this site is unavailable, some alternative development solution delivering additional open space will be required and the ways and means of achieving this will be carefully considered to ensure that it is acceptable to local residents and Solihull MBC.

## 3.2. Local Economy

- 3.2.1.** The villages of Catherine-de-Barnes and Hampton-in-Arden sit within the commuter and employment belt for Solihull, east Birmingham and Coventry. However, the proximity of fast rail services from Birmingham International to London and international connections from Birmingham Airport provide the area with unique but challenging employment issues as well as those associated with housing and social and community infrastructure. Many of the developments identified earlier (HS2, UK Central, and the resulting changes to transport and road infrastructure) will have a consequential impact on employment prospects and options,

but although these plans lie within the planning period they are as yet still undetermined in practice and law.

- 3.2.2.** Setting these potential developments aside, the response to our Consultation Survey suggested an overwhelming desire to retain the existing general profile of agriculture, sport, leisure and recreation, craft and hospitality. There are several light industrial businesses (car hire, building materials and storage) as well as significant office accommodation in premises within the Parish, as well as those associated directly with farming. The Parish Council is committed to support and work with these and every business to secure a long term future, and to seek opportunity to use or re-use brown-field sites for appropriate redevelopment, whether business, light industrial or housing in accordance with Policy P17 (Countryside and Greenbelt) of the *Solihull Development Plan*.



*An example of the shops available in the village of Hampton-in-Arden*

- 3.2.3.** Home-working was identified as an important and growing part of the employment profile of the Parish. Critical to the success of any business, however large or small, is the availability of fast broadband connection. The current broadband connection is slow and unreliable, an issue remarked upon by many respondents to our Consultation Survey. This requirement is of paramount importance in retaining businesses and in attracting new investment.
- 3.2.4.** The Parish Council is also mindful of the pressure on local shopping facilities including the post office, pharmacy and convenience stores and the effect the loss of any of these would have on village life. Currently, parking for shops, local businesses and customers is inadequate.

### **Policies for Economy**

**POLICY ECN1 – LOCAL SHOPS:** Proposals that would result in the loss of existing local shopping facilities through change of use or redevelopment will be resisted unless there is alternative provision nearby or there is no reasonable prospect of continued use of the building or facility for similar community use. Proposals for small scale shopping facilities will be supported when appropriately located and of appropriate scale to meet local needs.

The Parish Council recognises that if the Parish is faced with losing a valued facility it may use the Community Right to Bid to designate it as an Asset of Community Value, giving the community a chance to buy and run the asset.

**POLICY ECN2 – BUSINESS PREMISES:** The creation of small scale business accommodation on brown field and inset sites will be supported provided that it will not have an unacceptable impact on nearby residences; sufficient and acceptable, loading, delivery and despatch arrangements are made including staff and visitor parking; and that there is no adverse impact on the environment or visual amenity of the area.

Change of use of business premises away from employment activity will be resisted unless an acceptable alternative use has been identified, including the redevelopment of the site or alteration of premises to accommodate appropriate housing provision.

### Key Actions for Economy

**KEY ACTION ECN1 – BROADBAND:** Business and business development including home-working would be greatly helped by the provision of a fast internet connection. Solihull is part of the Better Broadband regional strategy but the Parish is not yet included on the planned improvement schedule. The Parish Council will press the urgency of its request for an upgrade to village transmission cabinets and for this to be done at the earliest possible time. Any new premises should incorporate ducting ready to receive superfast broadband.

**KEY ACTION ECN2 – WORKING FROM HOME:** There is increasing evidence that businesses are encouraging working from home for at least part of the week. This offers businesses significant benefits as well as fitting with personal responsibilities such as child care. Whilst encouraging the flexibility this brings to employment pattern and opportunity, the Parish Council will, wherever possible, be vigilant in ensuring that such opportunities are not at the detriment of neighbours through inappropriate parking, noise or other disturbance or impact. The Parish Council will alert the appropriate authorities if problems arise.

## 3.3. Transport

- 3.3.1.** The villages of Catherine-de-Barnes and Hampton-in-Arden sit astride the B4102 which links Solihull with Meriden and on to villages in North Warwickshire. None of the roads, including the B4102, are well suited to modern traffic, being constrained by buildings, narrow footpaths and road width, canal and river bridges and acute bends. Over the years, local people have expressed concern about noise, speed, pedestrian and road safety, the increasing volume of traffic, both commuter and through traffic, and the use of the B4102 and Diddington Lane as short cuts for large lorries and articulated vehicles to access the A446/A45 and motorway routes. The community wish to minimise the impact of additional development and has particular concern about the increased traffic caused by the proposed HS2 station at Bickenhill and any unrestricted use of Diddington Lane as a 'rat-run' to the car park where up to 7,000 spaces may be provided.

- 3.3.2.** *Solihull Development Plan* Policies P7 (Accessibility and Ease of Access) and P8 (Managing Demand for Travel and Reducing Congestion) are important priorities and generally reflect the key issues for the Parish without any specific commitment to improvement or amelioration work in the Parish. They also reflect the impact of any development, such as that proposed at Meriden Road. This in itself will have an impact on traffic flows but will not in itself make the current situation significantly worse.
- 3.3.3.** Issues and priorities for traffic and transport identified in the Consultation Survey include public transport, road safety measures, vehicle parking facilities, public footpaths, access (to public transport) for disabled people and specific reference to a need to improve bus services and station access.



*Local residents volunteering for Speed Watch*

## **Policies for Transport**

### ***Road Safety and Parking***

- 3.3.4.** The B4102 is a major arterial and commuter route through both villages, but has no obvious scope for improvement since it winds its way between the Hampton-in-Arden Conservation Area with houses abutting the pavement edge, right angle bends and narrow bridges. 30 mile per hour restrictions are fairly ineffectual even though the village of Hampton-in-Arden has a Primary School, recreation ground and is home to a large elderly population. No pedestrian-controlled crossing points have been installed. Narrow pavement widths and the proximity of walls and hedges make pedestrian access along the High Street highly dangerous. Pavement access on other well trafficked roads (Old Station Road, Friday Lane, Diddington Lane, Fentham Road and Marsh Lane) is either on one side only or non-existent.
- 3.3.5.** Parking for shops and offices in Fentham Road and the High Street in Hampton-in-Arden remains a problem due to the narrowness of the carriageway and the acute blind bend at the top of High Street. Various options have been suggested to alleviate this problem, including yellow lines, but none have proved workable or acceptable. The Parish Council will

continue to seek a satisfactory solution to this problem in conjunction with Solihull MBC Highways department.

**POLICY TRA1 – ROAD SAFETY AND PARKING:** The Parish Council will seek to ensure improvements to road safety for new housing or other developments including adequate off-street parking at the rate of two spaces per dwelling or alternative parking arrangements which does not add to on-street congestion or safety issues.

#### *Traffic Management*

- 3.3.6.** Should HS2 go ahead there will be additional pressure on local roads to gain access to the new Bickenhill Interchange station. The Parish Council is acutely aware of the potential impact on commuter traffic using the village roads as a short cut to the 7,000 space car park and facilities, and in particular the use of Diddington Lane as a 'rat-run'.
- 3.3.7.** Diddington Lane is currently designated for closure in the HS2 Hybrid Bill now proceeding through the Commons Select Committee process. Further (amended) provisions are expected to be tabled during the latter part of 2015 which may lead to revised plans. The Parish Council will continue to monitor developments to ensure the best possible outcome for the Parish and alleviation of pressure on local roads and the environment.

**POLICY TRA2 – TRAFFIC MANAGEMENT:** Any development will be required to take into account the need for appropriate traffic management measures.

Furthermore, in order to manage any traffic changes associated with HS2 and to protect the character of Hampton-in-Arden and Catherine-de-Barnes and the concept of 'village life' the Parish Council will seek to secure the provision of appropriate signage at key road and motorway interchanges through negotiation with both HS2 and Solihull MBC.

#### *Parking for Commuters*

- 3.3.8.** Parking for rail users at Hampton-in-Arden Station is inadequate largely due to the number of commuters using the station from outside the community. This is inevitable but does present problems for local residents who wish to use the service after the early commute, when parking at the station is full. Cars typically overflow into Old Station Road but problem parking has been observed in other local roads. There is also a problem in parking along Old Station Road at the old station buildings complex. Here, overflow parking is along the street itself, and although efforts and representations have been made to secure part of a field opposite for temporary parking negotiations failed. Generally, parking remains a problem in most residential roads due to the restricted carriage and footway.

**POLICY TRA3 – PARKING FOR COMMUTERS:** The Parish Council will continue to seek temporary overflow arrangements with local landowners but remains pessimistic that there is any quick resolution to this problem. New developments will be required to demonstrate adequate parking arrangements which will not exacerbate current parking problems.

### Footpaths

- 3.3.9.** The Parish and its environs are crossed by a number of rural footpaths of which some are of historic or national provenance. These include the Heart of England Way, the Centenary Way, the Solihull Way and the recently designated Green Man Trail<sup>22</sup>. Together with others of local importance they provide an important network of safe pedestrian routes giving access to the countryside for walkers and ramblers.

**POLICY TRA4 – FOOTPATHS:** The Parish Council will be vigilant in seeking protection for any footpaths affected by development, seek appropriate and satisfactory mitigation or diversionary routes if necessary, and look for opportunities with neighbouring parishes and Solihull MBC to enhance the network.

### Key Actions for Transport

#### Buses

- 3.3.10.** Public transport would be greatly improved by the provision of a local bus service through the village linking with Solihull and Knowle that meets the 15 minute service frequency schedule established as a basic ‘accessibility criteria’ in Policy P7 (Accessibility and Ease of Access) in the *Solihull Development Plan*<sup>23</sup>.

**KEY ACTION TRA1 – BUSES:** The Parish Council will continue to seek improvements to routes and schedules through liaison with relevant bodies in order to ensure that any new developments are well served by appropriate and accessible transport links.

#### Station Access

- 3.3.11.** Access to both rail platforms is difficult for the disabled, infirm, or those with small children. In particular there is no ramped access to Platform 2, thus requiring passengers to negotiate two flights of stairs, a ramp and the bridge. We find this wholly inadequate and discriminatory and urgent action is required.

**KEY ACTION TRA2 – STATION ACCESS:** The Parish Council will continue to press for an access ramp or lift to be installed on this platform and will seek improvements whenever appropriate proposals for development come forward. This will include appropriate use of Community Infrastructure Levies.

<sup>22</sup> Source: <http://www.solihull.gov.uk/Resident/leisure-parks/fitness/walking>

<sup>23</sup> Policy P7 states that development should be within 800m walking distance of a primary school, doctors surgery and (fresh) food shop; within 400m walking distance of a bus stop served by a commercial high frequency bus service with daytime frequency of 15 minutes or better; and within an 800m walking distance of a rail station providing high frequency services of three or more per hour during peak periods to local and regional employment and retail centres. Currently transport provision in the Parish fails to meet these criteria.



### Local Trains

- 3.3.12.** The frequency of local (stopping) train services was reduced from three to two an hour some years ago in order to accommodate Virgin Birmingham-Euston services. This has proved very inconvenient particularly as the service times are staggered at 15 then 45 minute intervals, with some intermediate stops between Coventry and Birmingham deleted.

**KEY ACTION TRA3 – LOCAL TRAINS:** The Parish Council wish to see the reinstatement of a three trains per hour schedule, but should this currently prove impossible, at the very least, a regular timetabled service of not more than 30 minutes should be established. Current restrictions present considerable difficulties for domestic and business rail users and a constraint on development opportunities. The Parish Council will continue to press service providers for improvements to this schedule.

### Birmingham Airport

- 3.3.13.** The airports extended runway opened in May 2014 and the increase in noise pollution from departing aircraft using the revised southerly flight departure routes has caused much anger and disquiet in both Hampton-in-Arden and Catherine-de-Barnes as well as other nearby communities. Due to the end of the new runway being over 400m closer to the villages the effects of increased noise by aircraft taking off in a northerly direction has also increased significantly particularly when the prevailing wind is from the north-west. Additionally the noise of aircraft engines on test at the airport is very noticeable and is commented on in the 2014 Report of the Section 106 Planning Agreement between Birmingham Airport and Solihull MBC<sup>24</sup>.

**KEY ACTION TRA4 – BIRMINGHAM AIRPORT:** Although the Civil Aviation Authority will make the final decision on the revised flight path, the Parish Council will continue to be involved in the airspace change process, to be represented on the airport company's consultative groups and will work closely with other local community groups to ensure that the ongoing concerns of residents in matters relating to noise pollution from aircraft is kept under constant review.

### High Speed Rail (HS2)

- 3.3.14.** The Parish Council continues to liaise with HS2 and Solihull MBC on issues directly affecting the Parish, both from construction and operation. The Parish Council has, together with the Hampton-in-Arden Society, presented a Petition to the Parliamentary Select Committee on 17 items requiring mitigation or change and addressed the Committee on 11<sup>th</sup> December 2014. The Select Committee has invited Petitioners to return should issues not be satisfactorily resolved.

<sup>24</sup> 16<sup>th</sup> Annual Report of the Section 106 Planning Agreement between Birmingham Airport Ltd. and Solihull MBC published by Solihull MBC (July 2014)

**KEY ACTION TRA5 – HIGH SPEED RAIL (HS2):** The Parish Council will continue, through lobbying, discussion and co-operation, its pursuit of appropriate and satisfactory outcomes to all outstanding issues of contention. These include impact on residences and businesses, issues of design, management of the construction works to minimise and mitigate impact, flood prevention and management of the environmental and ecological impacts on the Parish. Each of these issues will be important criteria should any residential or business development come forward on the east side of the village, including the planned development at Meriden Road.

#### *Safe Cycle and Pedestrian Routes*

**3.3.15.** The Parish Council is acutely aware of Policy P7 (Accessibility and Ease of Access) of the *Solihull Development Plan* relating to improving cycle access and safe cycling routes. There are none in the Parish except a relatively new and rarely used cycle path along Catherine-de-Barnes Lane. However Solihull Cycling Club members are amongst the regular users of the main village roads as well as local cyclists.

**KEY ACTION TRA6 – SAFE CYCLE AND PEDESTRIAN ROUTES:** The Parish Council's ambition is for a safe cycling route through the Parish linking Meriden with Catherine-de-Barnes, providing a safe through route from Solihull to the east of the Borough.

The Parish Council will therefore seek a feasibility study to be completed by Solihull MBC highways engineers and developments will be encouraged which promote improved traffic management by reducing speed and volume, improve safety and accessibility for pedestrians, cyclists and people with disabilities and do so in a way that respects the amenity of the locality.



*Vehicle activated 'Slow down' sign in Hampton-in-Arden*

#### *Local and Voluntary Transport Services*

**3.3.16.** Many Parish residents are highly dependent on the local taxi-bus service, ring and ride and the volunteer driver service supported by the George Fentham Trust. These services

underpin the inadequate bus and rail provision and are hugely important for the Parish, particularly for the elderly or infirm.

**KEY ACTION TRA7 – LOCAL AND VOLUNTARY TRANSPORT SERVICES:** The Parish Council is committed to support and maintain the existing local and voluntary services (including local taxi-bus service, ring and ride and the volunteer driver service) and with the expectation of growing demand, to enhance provision for those with mobility difficulties.

### Road Safety

- 3.3.17.** Parking for shops and offices in Fentham Road and the High Street in Hampton-in-Arden remains a problem due to the narrowness of the carriageway and the acute blind bend at the top of High Street. Various options have been suggested to alleviate this problem, including yellow lines, but none have proved workable or acceptable.

**KEY ACTION TRA8 – ROAD SAFETY:** The Parish Council will continue to seek a satisfactory solution to the parking issues within Hampton-in-Arden in conjunction with Solihull MBC Highways department. To alleviate the danger to pedestrians using the narrow High Street pavements in Hampton-in-Arden and in Catherine-de-Barnes village the Parish Council will work with Solihull MBC to seek 20mph restrictions imposed in the areas of risk and where customer and delivery parking is acute, dangerous but unavoidable.

We shall also seek a formal highway engineering study of other traffic calming including the use of 'priority lane' bollards such as those adopted elsewhere in the Borough. This may well alleviate the danger to pedestrians using the narrow High Street pavements where large lorries pass close to the pavement edge.

## 3.4. Environment

- 3.4.1.** The Parish derives its special character from its rural setting and its historic roots, central to which is the Parish Church, its collection of historic buildings and its open green spaces. The Plan envisages protecting and retaining existing landscape, environment and heritage assets to maintain the existing character of the Parish.

- 3.4.2.** The majority of the Parish is situated within the Green Belt. The *Solihull Development Plan* identifies the settlement areas of Hampton-in-Arden and Catherine-de-Barnes as being 'inset' from the Green Belt itself (see Figure 3.1). This restricts development to the settlement areas of the Parish. The results of the Consultation Survey show that the community wants to preserve the existing landscape of the Parish and the maintenance of the Green Belt (and the Meriden Gap) forms an important part of this objective.



*Bluebells in the Spinney*

### Natural Environment

**3.4.3.** The Parish lies within the Arden landscape character area, for which guidance is provided in Natural England’s *National Character Area Profile: 97 Arden*<sup>25</sup> and the *Warwickshire Landscapes Guidelines for Arden*<sup>26</sup>. This landscape area is defined as a “small scale, enclosed landscape often pervaded by suburban influences and characterised by small fields, typically bordered by mature hedgerow trees”<sup>27</sup>. The farmed landscape within this gently rolling topography is characterised by permanent pasture, with an irregular or varied field pattern bounded by numerous mature hedgerows with trees. These combine to create a heavily wooded appearance to the landscape.



Figure 3.2: An aerial photograph of the Parish

**3.4.4.** As Figure 3.2 shows the landscape of the Parish is dominated by farmland with the majority of fields separated by well maintained hedgerows. The Parish also contains some large woodland areas, including the Siden Hill Wood to the east (an ancient semi-natural woodland), Hampton Coppice to the west (an ancient semi-natural woodland), Asbury’s Copse and Barber’s Coppice located between the settlements of Hampton-in-Arden and Catherine-de-Barnes (both of which are ancient replanted woodlands) and the woodland surrounding the Hampton Manor estate and the associated spinney within Hampton-in-Arden itself. The George Fentham Arboretum was planted in 2010. This is deciduous woodland that leads from the Spinney.

<sup>25</sup> Produced by Natural England (2014)

<sup>26</sup> Produced by Warwickshire County Council and the Countryside Commission (November 1993)

<sup>27</sup> See Page 13 of the *Warwickshire Landscapes Guidelines for Arden* produced by Warwickshire County Council and the Countryside Commission (November 1993)

- 3.4.5.** Within the village of Hampton-in-Arden the landscape is dominated by trees (including broadleaved species oak, ash and sycamore). The churchyard displays mature lime, hornbeam, ash and sycamore. The village green supports conifer species, contrasted by the adjacent roadside limes and an ancient horse chestnut. Trees planted in large gardens and open public spaces complete the overall aspect of the tree dominated landscape. The Parish Council regards the arboreal aspect of the village as paramount when considering any proposed development.
- 3.4.6.** The village areas within the Parish are also characterised by the number of green spaces that are open and accessible to the public. These spaces are valued immensely by residents within the Parish (as demonstrated in the results of the Consultation Survey) and they wish to see these areas maintained and protected. The Consultation Survey and the Parish Council have identified the following as important green spaces within the Parish: the Spinney, the Recreation Ground, the George Fentham Arboretum, Catherine-de-Barnes Common, the Village Green, Peel Close, the school playing fields, the allotments, the Wildflower Meadow, the churchyard and the wildlife pond constructed by the George Fentham Trust in 2014<sup>28</sup>.
- 3.4.7.** In accordance with NPPF<sup>29</sup> it is possible for local communities (through Neighbourhood Plans) to identify green areas of particular importance to them for special protection, by designating land as a Local Green Space. Through this designation local communities are able to rule out new development other than in very special circumstances.
- 3.4.8.** The criteria from NPPF for Local Green Space designation is outlined below:
- green space is in reasonably close proximity to the community it serves;
  - the green area is demonstrably special to a local community and holds a particular local significance: for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife;
  - the green space concerned is local in character; and,
  - the green space is not an extensive tract of land.
- 3.4.9.** The NPPF notes that there is no upper or lower threshold in the size of local green spaces. However, the *Solihull Green Spaces Strategy*<sup>30</sup> states that local green spaces are “*areas of unrestricted public access*” that “*are larger than 1.5ha but smaller than 8 ha*”<sup>31</sup>.
- 3.4.10.** Of the green spaces identified as valuable and worthy of protection by parishioners the following qualify as ‘Local Green Spaces’ for the following reasons under the NPPF criteria:
- providing recreational value: the Recreation Ground, the school playing field, the allotments and the green at Peel Close;
  - providing tranquillity and richness of wildlife: the Spinney, the George Fentham Arboretum, the Wildflower Meadow, Catherine-de-Barnes Common and the wildlife pond; and,
  - providing beauty and historic value: the Village Green and the churchyard.

<sup>28</sup> The former cricket field and the grounds of Hampton Manor have been excluded from this list as they are not publically accessible.

<sup>29</sup> See Paragraphs 76 to 78 of NPPF

<sup>30</sup> Produced by Solihull MBC (adopted August 2006)

<sup>31</sup> Paragraph 316 of *Solihull Green Spaces Strategy* produced by Solihull MBC (adopted August 2006)



*Green Spaces within the Parish (clockwise from top left): Village Green, Recreation Ground, Catherine-de-Barnes Commons, Playground and Allotments by the School and Wildflower Meadow*

- 3.4.11.** Although some of the spaces are smaller than 1.5 ha (e.g. the Village Green, the churchyard and Peel Close) all of these areas of land are local in character and in close proximity to the community they serve. None of the areas identified are extensive tracts of land.
- 3.4.12.** The Parish Council considers these areas to meet the requirements of the NPPF criteria for ‘Local Green Spaces’ and as such has chosen to designate them as ‘Local Green Spaces’. Their locations within the Parish are shown on Figure 3.3.

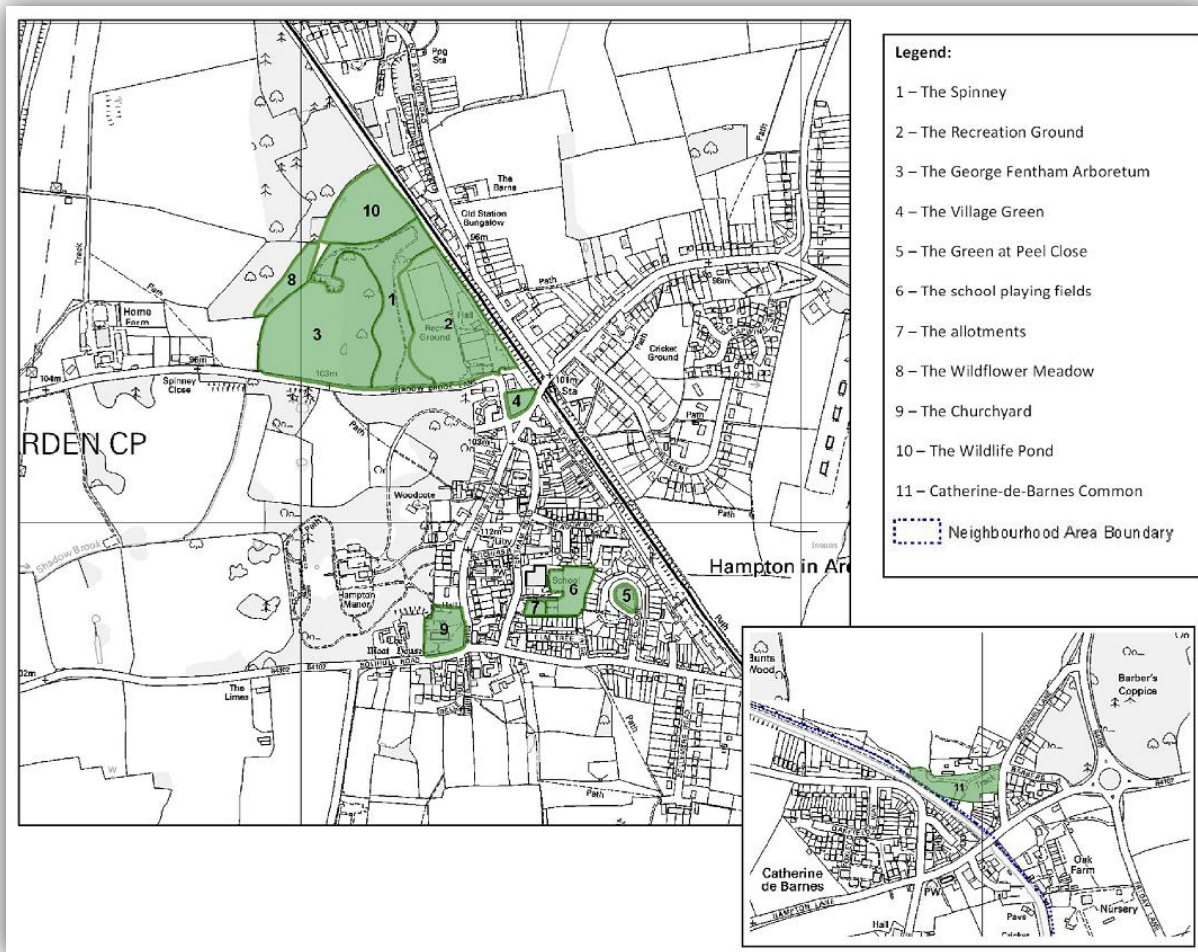


Figure 3.3: Local Green Spaces

**3.4.13.** The River Blythe runs through the eastern part of Parish. The river meanders through a wide floodplain and forms a large part of the eastern boundary of the Parish. Prolonged rain can result in the River Blythe flooding over a wide area (particularly at Patrick Bridge) and lead to torrential flow under the Packhorse Bridge, Patrick Farm and Kenilworth Road bridges. The River Blythe and its associated water meadows are designated as a SSSI, a site of national importance for nature conservation. A second nationally important site for nature conservation, the Bickenhill Meadows SSSI, is located in the north-western part of the Parish. The Blythe valley forms part of a nationally important wildlife migration corridor.

**3.4.14.** The habitats within the Parish provide an important network of green spaces (or green infrastructure) for people and wildlife, linking local habitats with those in the rest of borough. Green infrastructure can be defined as “a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities”<sup>32</sup>. The community recognises the importance of local green spaces and green infrastructure for wildlife and for the contributions this makes to health and wellbeing of people and communities. The Parish Council recognises that the connectivity and multi-functionality of the existing green infrastructure network needs to be

<sup>32</sup> Definition taken from page 52 of the *National Planning Policy Framework*, produced by Communities and Local Government (March 2012)

conserved and enhanced and that this should include new development. The Parish Council and the community place considerable value on the protection and, where possible, enhancement of biodiversity in the Parish. This includes the conservation of existing green spaces within the settlement areas of the Parish, the open farmland areas outside the settlements themselves and the protection of green infrastructure and wildlife corridors. It is vital that these natural features are protected and enhanced, to ensure local wildlife, habitats and landscape are supported for their intrinsic value and for the benefit and enjoyment of existing and future residents.



*River Blythe*

**3.4.15.** The habitats within the Parish provide a haven for wildlife and support legally protected species such as bats, otters, great crested newts, badgers and barn owls. The Parish Council has worked in conjunction with the George Fentham Trust, the Hampton-in-Arden Society Conservation Group and the Hampton-in-Arden Gardening Club to provide enhancements to biodiversity within the Parish. This has included the installation of a large number of bird and bat boxes within the Spinney, the creation of the George Fentham Arboretum, the associated wildflower meadow and the wildlife pond.

**3.4.16.** At many points within the village of Hampton-in-Arden there are good views of the surrounding patchwork farmland. The Consultation Survey demonstrated that the community places considerable value on the views out of the village and want to see these protected. Two views of particular note were identified in the survey and are shown on Figure 3.4 and include the view looking south towards Barston from Fentham Hall (View 1) and the view looking east from Fentham Road, near to the school (View 2). The *Conservation Area Appraisal* also identifies the importance of these two views within the setting of Hampton-in-Arden<sup>33</sup>.



*View 1*

**3.4.17.** These views make an important contribution to the landscape quality and context of the village.

<sup>33</sup> See Section 5.2 of the Conservation Area Appraisal



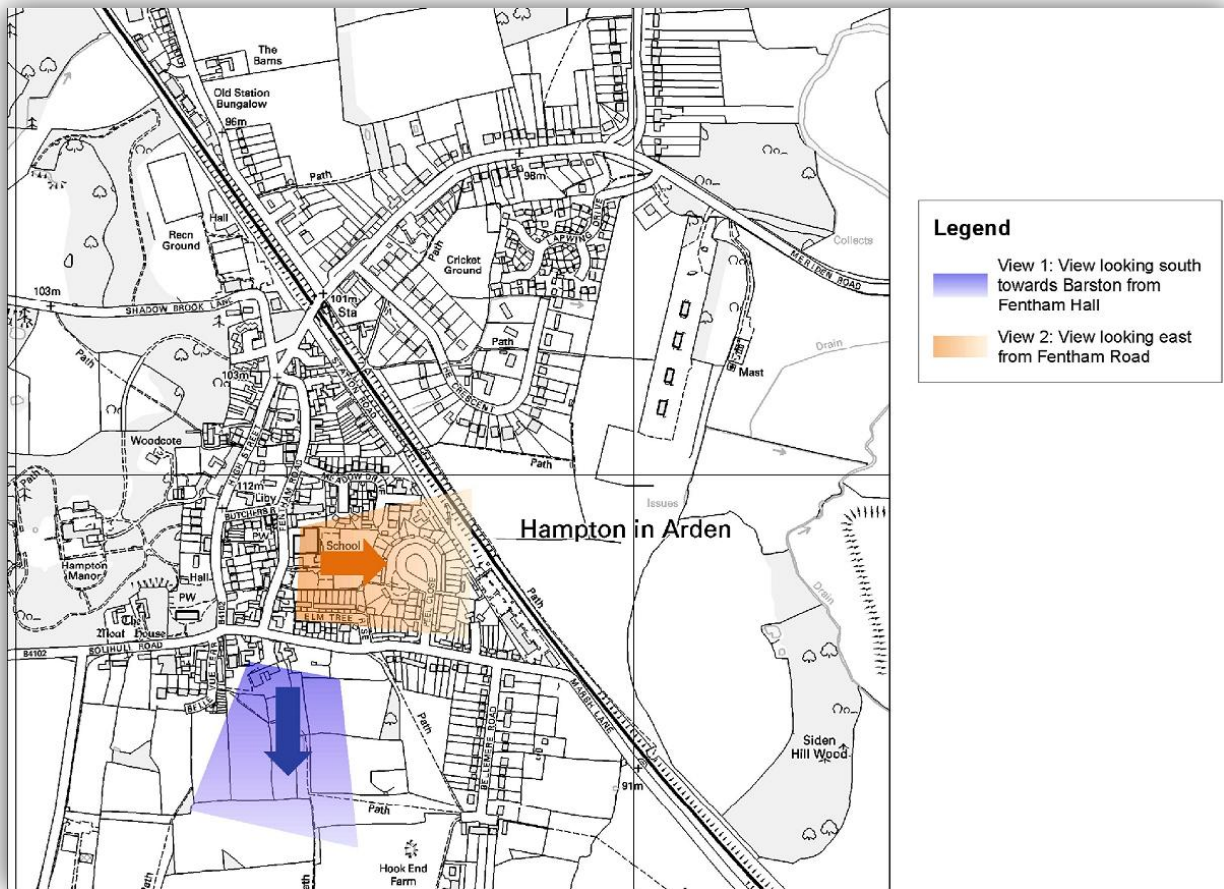


Figure 3.4: Views out of Hampton-in-Arden to be protected

### Policies for the Environment

**POLICY ENV1 – GREEN BELT:** Any proposals for inappropriate development outside of the inset boundaries of the Parish (i.e. within the Green Belt) will be resisted and strict Green Belt policies will apply (and must be in accordance with the Solihull Development Plan and the NPPF). Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

**POLICY ENV2 – TREES:** The Mature and established trees should be protected and retained as part of any development wherever possible.

All proposed developments should include a landscaping and tree planting scheme to enhance, soften and screen the development, ensuring that as it matures it blends to become part of the existing landscape.

The chosen species should reflect the existing pattern of tree cover within the Parish and should include semi-mature trees to aid the early maturity of the site.

**POLICY ENV3 – LOCAL GREEN SPACES:** The areas of land identified as Local Green Space (see Figure 3.3) will be protected from new development other than in very special circumstances. Development that is harmful to these Local Green Spaces will be resisted and management of development proposals within a Local Green Space will be consistent with the Solihull Development Plan and NPPF policies for the Green Belt.

**POLICY ENV4 – BIODIVERSITY:** The Parish Council wish to see existing habitats maintained to protect the established biodiversity within the Parish. Applications for new development must demonstrate that there will not be harmful effects on any ecological features present, including sites designated for their nature conservation value, habitats and green infrastructure and species (including legally protected species and priority species).

Any new development proposals will be expected to maintain and enhance existing ecological corridors and landscape features (such as the River Blythe SSSI, other watercourses, hedgerows and tree lines) for biodiversity. New development should also consider incorporating appropriate new features or habitats for wildlife within the development design.

Planting for new development should incorporate native species of local provenance to the area.

**POLICY ENV5 – FLOODING:** New development proposals must demonstrate that they will not lead to an increased flood risk within the settlement areas of the Parish. Proposals that cannot provide this assurance will not be permitted.

Sustainable drainage (SuDS) should be used within new developments, unless there are overriding reasons not to. SuDS provide effective surface water management, improve water quality and biodiversity. They may also provide flood water attenuation and reduce the risk of flooding to downstream communities. These may include features such as swales, ponds and permeable paving and should be designed to be an integral part of the green infrastructure of the Parish.

**POLICY ENV6 – VIEWS:** The Parish Council considers it important that views out of the village, that are important in the context of the landscape of the Parish, are protected. Two strategic views across the Parish defined below (see Figure 3.4) will be protected by ensuring that the visual impact of development on these views is carefully controlled. They are:

- those looking south towards Barston from Fentham Hall (View 1); and,
- those looking east from Fentham Road, near to George Fentham Endowed School (View 2).

### Historic Environment

**3.4.18.** Hampton-in-Arden has been a settlement since Saxon time and is recorded as Hamtone in the Domesday Book of 1086. As well as being an important settlement in the original Forest of Arden, Hampton was on the salt route from Droitwich to Coventry and beyond and the medieval Packhorse Bridge (an Ancient Monument) still stands as a reminder of the important river crossing. The George Fentham Trust has had a major impact upon the village. The charitable trust has resulted in the construction of a number of buildings of importance. A further influence was Sir Frederick Peel, son of Sir Robert Peel, who inherited the Hampton Manor Estate on the death of his father in 1850. He built the present Manor House in 1855 (a Grade II listed building<sup>34</sup>) and employed a well known architect W. Eden Nesfield, to design the Manor Clock Tower (a Grade II\* listed building) and a number of village houses (including a number of cottages in the High Street).



*The Packhorse Bridge, a Scheduled Ancient Monument*

**3.4.19.** Within the Parish is Diddington Hall, a Grade II\* listed building, built in Elizabethan times circa 1580. This is currently the home of The Island Project, a school for autistic children.

**3.4.20.** In 1968 the central part of Hampton-in-Arden was designated a Conservation Area (see Figure 1.2). The *Conservation Area Appraisal* has been produced by Solihull MBC as part of this process. This character appraisal identifies key positive characteristics of the Hampton-in-Arden Conservation Area and makes a number of recommendations to help enhance the

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<sup>34</sup> A listed building is one that is on the statutory list of buildings of 'special architectural or historic interest' compiled or approved by the Secretary of State for Culture, Olympics, Media and Sport under the Planning (Listed Buildings and Conservation Areas) Act 1990. Listing identified buildings that have exceptional architectural or historic special interest. Listed building consent must be applied for before any planning stage which may decide a building's future in order to make any changes to that building which might affect its special interest. Listed buildings are also protected in the Solihull Local Plan through Policy P16 - Conservation of Heritage Assets and Local Distinctiveness.

historic features of the village and, where possible, to further protect the character of the village.

**3.4.21.** The Conservation Area is considered by many residents to be crucial in defining the character of the village. A number of buildings within the village are listed and many are important historically and architecturally. These include Hampton Manor, Beech House, Moat House and Fentham Hall. The Consultation Survey confirmed that residents also consider the High Street, the Church, the White Lion Inn public house, the war memorial and the library of importance to the historic environment of the Parish.

**3.4.22.** There are three Scheduled Ancient Monuments<sup>35</sup> present within the Parish:

- the Packhorse Bridge;
- the moated site at Moat House in Hampton in Arden; and,
- the Churchyard cross in St Mary and St Bartholomew's churchyard.

**3.4.23.** The Parish Council recognises the importance of the historic environment to the Parish's local character and distinctiveness and seeks to see these assets protected for future generations. When considering future building development, architects and developers should ensure that their plans are in harmony with the local context, protect local character and, where the local character has been eroded, designs should seek to visually improve the area. The *Village Design Statement* provides guidance on how developments should be designed so as not to impair the character of the village.

**POLICY ENV7 – HERITAGE:** Heritage assets within the Parish (especially the listed buildings in the Conservation Area) and their settings must be protected, conserved and enhanced when development proposals are brought forward. Development proposals should seek to preserve or enhance the character of Hampton-in-Arden both within and outside the Conservation Area.

Development will be expected to preserve or enhance heritage assets as appropriate to their significance. Developers should take into account the Hampton-in-Arden Village Design Statement within their applications. Sensitive design must be applied to proposals for any new buildings and/or the renovation of existing heritage assets.

The demolition of buildings and structures that contribute to the character and appearance of these areas will be resisted.

## 3.5. Community

**3.5.1.** The Parish is well served by a large number of community facilities. These amenities and services provide the residents of the Parish with a varied and vibrant social life. There are the following community facilities within the Parish:

- **provisions for children and young people:** Within the Parish there is a preschool (Hampton-in-Arden Preschool), a nursery and primary school (the George Fentham Endowed School), two playground areas, the Skylark Bus (a youth group organised by

<sup>35</sup> A nationally important site or monument that is given legal protection under the Ancient Monuments and Archaeological Areas Act 1979. Scheduled Monument Consent is required for any work to a designated monument. Ancient Monuments are also protected in the Solihull Local Plan through Policy P16 - Conservation of Heritage Assets and Local Distinctiveness.

the Church) and a number of activity groups for children (including a stay and play group for toddlers and Scout and Guide groups). The Parish is also home to the Island Project, a Special School for autistic children placed at the school by Solihull MBC and other local authorities. The school is located at Diddington Hall. However, the viability of the school is threatened by the construction of HS2;

- **provisions for older people:** The Fentham Green Bungalows and Crocketts Court provide living facilities for older residents. Every two weeks, elderly residents at the Fentham Green Bungalows are collected and returned from their homes for a luncheon at the Fentham Hall;
- **outdoor sports facilities:** The Parish has the Sports Club and Recreation Ground which houses a cricket pitch, AstroTurf all-weather playing surfaces, tennis courts and outdoor gym equipment. There is also a Bowls club (near Fentham Hall) and a playing field (adjacent to the Primary School);
- **indoor sports facilities:** Within the Parish there is the Hampton-in-Arden Sports Club (with squash and racketball courts) and the Hampton Gym;
- **churches:** The Parish Church of St. Mary and St. Bartholomew offers weekly services as well as weddings, baptisms and funerals. The churchyard has a cemetery which requires extension or a site elsewhere. Numerous clubs also make use of the Church hall (including yoga classes, art classes and children’s ballet classes). Hampton-in-Arden also has the St. Mary and St. Antony’s Coptic Orthodox Church, one of the first Coptic Orthodox Churches outside London;
- **shops:** The Parish supports a number of shops including a post office, a pharmacy, a hair dresser, a bakery and café, an off licence and three small convenience stores;
- **restaurants:** Including Peel’s at Hampton Manor and the Beeches Bar and Grill;
- **accommodation:** Including a hotel (Hampton Manor) and bed and breakfast accommodation (at the White Lion Inn and The Barns at Home Farm);
- **a public house:** The White Lion Inn;
- **a GP surgery:** Hampton Surgery provides healthcare for the Parish and surrounding area, including three Traveller sites of which one is currently within the Parish;
- **Hampton-in-Arden Library:** Open on a part-time basis (one and a half days a week only);
- **Fentham Hall;** and,
- **allotments.**

**3.5.2.** In addition, within the wider village of Catherine-de-Barnes there are a number of facilities that Hampton-in-Arden parishioners (e.g. those living to the east of the Grand Union Canal) can easily access. These include the village hall (previously St Catherine’s Church), a public house, a cricket club, a restaurant and a local shop.



*Grand Union Canal at Catherine-de-Barnes*

**3.5.3.** In March 2013, the Parish Council invested in outdoor gym equipment for young people and adults, and in July 2014 in a new playground for children under the age of seven. Local and national charitable funders played an important part in helping to provide these facilities. The Parish Council will be vigilant in seeking funding which will continue to provide an opportunity to enhance the range of facilities, services and the local environment for the benefit of current and future generations.



*The outdoor gym equipment and the playground for under sevens at the Recreation Ground*

**3.5.4.** The Consultation Survey showed that these community facilities are valued very highly by residents and that they should be protected. The retention of key local services and community facilities is important for the long term sustainability of the Parish and any new developments proposed should help their viability.

**3.5.5.** The Consultation Survey showed that the majority of residents were happy with the existing sports, leisure and recreation facilities. However, the Parish Council wishes to ensure that, where possible, facilities are improved and enhanced to continue to provide high quality services to the residents of the Parish.

**3.5.6.** Two key areas where improvements to community facilities could be made were identified as a result of the Consultation Survey. This included:

- the provision of more facilities to engage older children and teenagers. The establishment of a youth club was amongst one of the most popular suggestions made; and
- improved facilities for the elderly.

**3.5.7.** The Parish Council wish to connect more with young people in the Parish, particularly in order to identify the most appropriate facilities to engage older children and teenagers. To help towards this, and to provide a more modern platform to interact with Parishioners (particularly the younger generation), the Council will endeavour to make use of social media. To this end, in March 2015, the Council launched its own Facebook page.

**3.5.8.** The elderly population is projected to increase over the next decade resulting in additional pressures for health and social care, and increasing the importance of being able to stay living independently for longer. Access to shops in the village is particularly difficult for the elderly, infirm and disabled.

- 3.5.9.** The Parish Council is keen to address the valid needs of residents and considers it of utmost importance to improve these areas to allow an enhanced quality of life within the Parish for the young and old throughout the duration of the Plan.
- 3.5.10.** The Parish Council wish to safeguard key facilities within the Parish, particularly the Hampton Surgery, the George Fentham Endowed School and the Hampton-in-Arden Library. These assets provide fundamental services to residents and require protection. Both the Hampton Surgery and the George Fentham Endowed School face future pressures from increased housing numbers within the Parish and Hampton Surgery also faces an additional challenge from an increasingly elderly population. Although the Surgery buildings were extended in 2010 further expansion is planned as practice numbers continue to increase (with an increase of over 50% since 1995).
- 3.5.11.** The Hampton-in-Arden Library is open part-time during the week and as such may face economic pressures for closure (e.g. due to reduced funding). The Parish Council wish to secure the status of the library to ensure that the services it provides to the residents of the Parish continue (e.g. it provides access for disabled and elderly residents and fortnightly readings for young children).

#### Policies for the Community

**POLICY COMM1 – RETENTION OF KEY SERVICES AND FACILITIES:** Development that fails to protect existing services and/or facilities will not be supported.

Proposals to remove an existing service and/or facility will not be supported unless the facility is replaced by equivalent or better provision in terms of quantity and quality in a suitable location or there is an alternative and viable provision put forward.

**POLICY COMM2 – DEVELOPER CONTRIBUTIONS:** Developers will be required to make a contribution through a Section 106 Agreement (for a specific development site) or the Community Infrastructure Levy<sup>35</sup> towards appropriate community facilities which may include:

- library, sport or recreational facilities;
- community support services to the elderly, infirm or needy (including local and voluntary transport services referred to in Key Action TRA7);
- child or youth services: including the provision of additional school places at George Fentham Endowed School arising from the development and measures that address local traffic congestion and parking problems associated with the primary school;
- support for specific church or school activities or facilities;

<sup>36</sup> Community Infrastructure Levy (CIL) is a flat rate and non-negotiable once adopted. If a development is CIL liable then 25% of that money raised in the Parish will go towards the Parish Council. The Parish Council can then specify how they wish to spend their 25%.

**POLICY COMM2 – DEVELOPER CONTRIBUTIONS (CONTINUED):**

- improvements to village infrastructure (e.g. station access referred to in Key Action TRA2 and provisions of better broadband referred to in Key Action ECN1);
- improvements to the local environment (e.g. long term maintenance of drainage systems or other flood risk assets (as appropriate) and support for key environmental and biodiversity improvements within the Parish); or,
- improvements to, remodelling of or enhancement of the Hampton Surgery: to accommodate additional residents that require services as a result of new development.

Contributions will be phased or pooled to ensure the timely delivery of infrastructure, services and facilities where necessary. Where it is demonstrated that the Plan's requirements are likely to make the development undeliverable the costs will be applied flexibly. This is to ensure the viability of housing development.

**Key Actions for the Community**

**KEY ACTION COMM1 – SPORT, LEISURE AND RECREATION:** The Parish Council will work to ensure that the existing sports, leisure and recreation facilities within the Parish are maintained at the current standard. Where possible, opportunities to improve these facilities will be explored, including:

- refurbishment and or expansion of the Sports Club;
- provision of a swimming pool; and,
- provision of a playground area in Catherine-de-Barnes.

**KEY ACTION COMM2 – COMMUNITY SERVICES AND FACILITIES FOR THE YOUNG AND ELDERLY:** The Parish Council will work with the community to identify the:

- most appropriate facilities to engage older children and teenagers in the Parish; and
- additional services of use to the elderly residents of the Parish.

The Parish Council will work with the relevant authorities/statutory bodies to ensure the delivery of the identified services and facilities.

The Parish Council will continue to lobby for the protection of The Island Project School or for appropriate mitigation by HS2 or, failing any such satisfactory agreement, its relocation to suitable alternative premises at no cost to the School.

**KEY ACTION COMM3 – LIBRARY SERVICE:** The Parish Council will continue to work with Solihull MBC in order to secure the status of the library and protect it from any future threats from closure.



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## 4. Next Steps

### 4.1. Examination and Referendum

- 4.1.1. This document is the Pre-Submission Draft of the Neighbourhood Plan upon which a six week statutory consultation period will take place. Once the consultation period has ended the Parish Council Working Group will carefully consider all comments, opinions and views expressed and where appropriate these will be incorporated into the final Submission Draft of the Neighbourhood Plan.
- 4.1.2. The Submission Draft of the Neighbourhood Plan will then be considered by Solihull Metropolitan Borough Council to ensure all the necessary regulations have been met. The Neighbourhood Plan will then be submitted for independent examination. Solihull MBC and the Parish Council will work together to appoint a suitably qualified Examiner to inspect the Plan.
- 4.1.3. Any recommendations made by the Examiner will be carefully considered and, if necessary, incorporated into an amended final version of the Neighbourhood Plan.
- 4.1.4. Solihull MBC will then arrange a referendum and, if the Neighbourhood Plan is supported by 50% or more of those voting, Solihull MBC will 'make' the plan and will formally adopt the Hampton-in-Arden Neighbourhood Plan.

### 4.2. Monitoring and Review

- 4.2.1. When the Neighbourhood Plan has been adopted it will form part of the statutory Development Plan for the area alongside the Solihull Local Plan and the Gypsy and Traveller Site Allocations Plan. Solihull MBC will continue to be responsible for determining most planning applications, and the policies in the Neighbourhood Plan will be used to consider those planning applications within the Hampton-in-Arden Neighbourhood Area.
- 4.2.2. Hampton-in-Arden Parish Council will maintain regular contact with Solihull MBC to monitor the implementation of the Plan and consider the need to revise the Plan in response to changing national, borough or local requirements.

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## 5. Sources

### National Planning Documents

*National Planning Policy Framework*, Department for Communities and Local Government (March 2012)

*2012-based Household Projections: England, 2012 – 2037*, Department for Communities and Local Government (27<sup>th</sup> February 2015)

### Local Planning Documents

*A Housing Market Assessment for Solihull Metropolitan Borough Council – Final Report*, Ecotec (April 2010)

*Gypsy and Traveller Site Allocations Plan*, Solihull MBC (December 2014)

*Hampton-in-Arden Conservation Area Appraisal*, Solihull MBC (March 2015)

*Hampton-in-Arden Village Design Statement*, Hampton-in-Arden Society (2003)

*Independent Living and Extra Care Housing Strategy*, Solihull MBC (July 2013)

*Parish Plan: A Vision for the Future*, Hampton-in-Arden Parish Council (January 2010)

*Solihull Green Spaces Strategy*, Solihull MBC (adopted August 2006)

*Solihull Local Plan – Shaping a Sustainable Future*, Solihull MBC (December 2013)

*Supplementary Planning Document - Meeting Housing Needs (including Affordable Housing)*, Solihull MBC (adopted July 2014)

### Other Published Sources

*16<sup>th</sup> Annual Report of the Section 106 Planning Agreement between Birmingham Airport Ltd. and Solihull MBC*, Solihull MBC (July 2014)

*Billesdon Neighbourhood Development Plan 2014-2028*, Billesdon Parish Council (adopted October 2014)

*Chaddesley Corbett Neighbourhood Plan 2014-2026*, Chaddesley Corbett Parish Council (adopted September 2014)

*Cringleford Neighbourhood Development Plan 2013-2026*, Cringleford Parish Council (adopted February 2014)

*Much Wenlock Neighbourhood Development Plan 2013-2026*, Much Wenlock Town Council (adopted July 2014)

*National Character Area Profile: 97. Arden*, Natural England (2014)

*Warwickshire Landscapes Guidelines for Arden*, Warwickshire County Council and the Countryside Commission (November 1993)

## Websites

English Heritage (Listed Buildings and Ancient Monuments): <http://www.english-heritage.org.uk/professional/protection/process/national-heritage-list-for-england/>

High Speed Rail (London - West Midlands) Bill 2013-14 to 2014-2015: <http://services.parliament.uk/bills/2014-15/highspeedraillondonwestmidlands.html>

MAGIC (Statutory Wildlife Sites): <http://magic.defra.gov.uk/home.htm>

Solihull MBC (Catherine de Barnes history): <http://www.solihull.gov.uk/Resident/Libraries/Local-family-history/localhistory/catherinedebarneshistory>

Solihull MBC (footpath information): <http://www.solihull.gov.uk/Resident/leisure-parks/fitness/walking>

Solihull Home Options (Housing Allocation Scheme Solihull Metropolitan Borough Council): <https://www.solihullhomeoptions.org.uk/NovaWeb/Infrastructure/ViewLibraryDocument.aspx?ObjectID=291>

## Contributors to the Hampton-in-Arden Neighbourhood Plan 2015-2028

- **Carol Grant** (Member of Working Group): Vice-Chair of the George Fentham Trust;
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- **David Cuthbert** (Member of Working Group): Councillor on Hampton-in-Arden Parish Council, Chair of Catherine-de-Barnes Residents Association;
- **George Goodall** (Member of Working Group): Chair of Hampton-in-Arden Society;
- **Gill Lewis** (Member of Working Group): Chair of Hampton-in-Arden Parish Council;
- **John Doidge** (Member of Working Group and Author): Councillor on Hampton-in-Arden Parish Council;
- **Malcolm James** (Member of Working Group): Councillor on Hampton-in-Arden Parish Council (retired May 2015); and,
- **Mike Blomer** (Chair of Working Group and Author): Vice-Chair of Hampton-in-Arden Parish Council.



## **Important Dates for Your Diary:**

### **Open Sessions:**

10am to 12pm on Saturday 22nd August 2015

7.30pm to 9.30pm on Wednesday 26th August 2015

**Closing date for comments: Monday 14th September 2015**

Please visit [www.hamptoninarden.org.uk](http://www.hamptoninarden.org.uk) to view the full  
Hampton-in-Arden Neighbourhood Plan Pre-Submission Draft

**Hard copies are available on request**

*Hampton-in-Arden*